

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,325 號伍拾貳百叁千壹萬壹第 日壹初月亥年六十二緒光 HONGKONG, THURSDAY, NOVEMBER 22nd, 1900. 肆拜禮 號式十式月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

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3.30 p.m. to 4.30 p.m. Every quarter of an hour

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5.30 p.m. to 6.30 p.m. Every quarter of an hour

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A BOOK on the SNAKES of SOUTH CHINA.

Apply—CAPT. F. WALL, I.M.S., Hongkong Club.

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I HAVE just started making FRESH

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The first trial is enough to convince of their superiority.

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BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

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Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 8th May, 1895.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

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THE STANDARD LIFE ASSURANCE CO.

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Forms of Proposal and all particulars may be obtained from

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Cuisine of the best.

Hot and Cold Water throughout

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CHARGES MODERATE.

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[1928]

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and PARISIAN Houses, from the

simplest to the most recherche kinds.

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AND

NEW YEAR CARDS

will find in our

SPECIALLY SELECTED STOCKS

a Tasteful, Pleasing and Refined

Assortment.

A. S. WATSON & CO.
LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTHS.

At Hongkong Hotel, on the 21st November,

the wife of J. HAN, Aberdeen Dock, of a son.

At 9, Park Lane, Shanghai, on the 18th November,

1900, the wife of Geo. Cameron, of a son.

DEATH.

At the General Hospital, Shanghai, on the 18th

November, Mrs. HENRI FEZE, nee OLIVIER, aged

19 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 22nd, 1900

The policy of withdrawing a considerable portion of the Allied Forces from Peking during the winter is open to question. According to latest advices received from that capital, it is thought extremely probable that the forthcoming winter may witness new complications, that when the ports are closed by ice and the roads obliterated by snow, the Boxers may think that their opportunity has again arrived, that the *fun kwei* are securely shut off from communication with the coast, and that they can easily be wiped out. The Boxer agitation has not died out yet, and it would be a mistake to imagine that the smouldering embers cannot break forth again into a lurid blaze. Even very lately attempts have been made by Boxers in the capital to create large conflagrations with a view of burning out or embarrassing the foreigners, and some of these fires might have covered a large area, but for the prompt efforts of the British garrison. The announcement made therefore by telegraph from our Shanghai correspondent that a secret Decree has been issued by the Empress Dowager, warning all the Viceroy and Governors to prepare for immediate war, would seem to indicate that the misgivings felt by foreigners in Peking as to the outlook for the winter are not without good foundation. The foreign contingents garrisoning Peking have, we believe, all been reduced. Our only white troops left there at the present moment are the New South Wales contingent, and although they may be relied upon to give an excellent account of themselves if an emergency arises, it cannot be pretended that they constitute a large force. Nor is the Indian contingent

by any means excessive. It consists of admirable material, and has given good proof of its intrepidity, but whether the men can stand the rigours of a Manchurian winter remains to be seen.

If the secret Decree reported to have been circulated among the provincial authorities really commands them to make preparations for war, then the Empress Dowager has cast away all pretence of making overtures for peace. The powers conferred upon Prince CHING and LI HUNG-CHANG to open negotiations for peace were, therefore, either a mere blind, intended merely to delay foreign operations, or else the demands made by the Treaty Powers are considered by the Empress Dowager and her minions to be far in excess of what they are disposed to concede. Possibly Her Majesty has been prevailed upon by Prince

TUAN and General TUNG FUHSIANG to cast down the gage of defiance to the Allies because their own heads are in danger. General TUNG is said to completely dominate the councils of the Court, and as he has nothing to hope from either the party of reform in China or from negotiations with the Foreign Powers, he will naturally continue irreconcilable. The Empress-Dowager meantime holds the Emperor KWANG HSU in safe custody and regards the southern Viceroy with distrust. She is quite aware that both CHANG CHIH-TUNG and LIU KUNG-YI have remained on good terms with the Powers and have kept the peace in their provinces while the mandate to exterminate the detested foreigner had gone forth and was being obediently enforced in the northern provinces by subservient tools and Manchou officials impregnated with hatred of all change. She is reported to consider the Yangtze Viceroy as little better than traitors and to be plotting with the Allied Commanders for her capture and the restoration of the EMPEROR to full power free from her influence. And in truth, while there is no such plot in existence, the idea that the Foreign Powers will not in future permit her to sway the destinies of the Chinese Empire is sound enough. It would be the very crassest folly on the part of Treaty Powers over again to recognise this woman in any position of power. Indeed, she ought to be exiled out of reach of mischief, and even then she would fail to meet the punishment she richly deserves, which she would inflict without mercy on her opponents. As the Empress is a woman of great sagacity, she has no doubt arrived at the conclusion that she may as well prolong the quarrel and defer the settlement in the hope that time may breed dissension among the Foreign Powers. She is not so ignorant of European politics as not to know that the germs of disagreement always exist, and that a spark may at any moment light a train and lead to an outbreak, even while they are face to face with a common foe. But while this knowledge may lead her to build upon chances, and to engage in a winter struggle with the Allied Forces, she may find that, after all, the disagreements were trivial and the misunderstandings readily smoothed, and that when the spring comes round again she will still have to meet a stubborn and still united foe, exasperated by prolonged resistance, and attempts to outwit them and to play them off against each other. The blood of the innocents, moreover, would still cry aloud for vengeance, and the long catalogue of injuries suffered and sustained would be still further extended.

The Telegraph Companies inform us that communication with Tokyo and Yokohama is now completely restored.

It has been ascertained that the Chinese actually did attempt to divert the Customs duties collected at Shanghai into the interior, ostensibly to meet the needs of the Imperial Court. This was, however, discovered by the vigilant director of the Russo-Chinese Bank, M. Pokotiloff, who put a stop to the proceedings by energetic representations to the Viceroy.

A Service paper says that on the arrival of H.M. cruiser *Undaunted* at Devonport from China she is to be refitted and prepared for service as seagoing tender to the gunnery-ship *Cambridge*. To prepare her for this duty several important alterations will be made in her armament and magazines, and these with repairs to her machinery and other alterations, are estimated to cost £47,500. The *Undaunted*, says the journal, will be a valuable acquisition to the Western gunnery depot, as she has as heavy an armament as any cruiser afloat, embracing thirty-seven guns, varying in size from a 3-pounder quick-firer to a 9.2-inch (22-ton) breech-loader. She has ten 6-inch quick-firing converted guns, some of which will be exchanged for the new type of breech-loading gun, and the remainder for quick-firers. A correspondent writes to the same paper over the signature "Anxious One" and asks when the *Undaunted* will be homeward bound. He says:—"Her commission expired in May last, and still nothing is known of when she will be home. Her relief, H.M.S. *Argonaut*, has been on the station some time. They have had a very hard and weary commission, and it would be a great relief to all those on her and interested in her to find that they have not been forgotten, and may eventually spend their Christmas in old England once again."

Yokohama Water Works loan bonds to the amount of 1,255,000 yen are shortly to be issued according to an authorization by the City Assembly. It is stated that they will be offered at a price somewhere in the vicinity of 92 yen.

All private persons and relatives of Russians in China wishing to proceed to the Far East have been warned by the General Staff that they will find themselves without a roof above their heads during the winter, as every available building will be occupied by troops and officials.

In the Yokohama Chihō Saibansho on the 7th inst., before Judge Otamura, a godown-keeper named Edward Valentine, employed by Messrs. Bravner & Co., was sentenced to fifteen days' rigorous imprisonment on the charge of assaulting a Chinese employee of the same firm. The prisoner has given notice of his intention to appeal.

The new Russian battleship *Kniaz Potemkin* has been launched at Nikolaioff in the presence of Admiral Tyrtov, Commander-in-Chief of the Euxine squadron, a number of distinguished persons, and twenty thousand spectators. The *Potemkin*, whose keel was laid in 1897, has a displacement of 12,600 tons, with engines of 10,600 horse-power, and a speed of 16 knots. She is the eighth first-class battleship composing the Black Sea Division.

The Standard Oil Company, which cornered the coal oil industry in the province of Yachigo some time ago, now directs its attention to the coal oil of the Hokkaido, and has sent an American expert to the island to make investigation, states a Japan exchange. According to his report, the most promising localities are Atsumagawa, Mugawa, and Nigoriwa, in Ibari, and next to these Soya, Bakai and Koyedoi in Kitami. The *Chugai Shogyo* states that the Standard Oil Company proposed to engage in the petroleum industry at Echigo province with a capital of 100,000 yen, but seeing the promising nature of the enterprise it intends to increase the capital in Japan to ten million yen.

There is a rumour to the effect that the steamer *Eva*, operated by the Oregon and Oriental Steamship Company, which left Portland a few days ago as the first of a fleet to operate between Portland and Vladivostok than has been in effect on the other lines, states the *Tacoma Ledger* of the 11th ult. It is also stated that a big meeting will be held at Hongkong in a few days to consider ways and means for preventing a demoralization of rates which such a cutting by an independent line would precipitate. This meeting will be attended by representatives of the Pacific Mail Steamship Company, the Nippon Yusen Kaisha, Doddwell and Co., the California and Oriental Steamship Company, and the Canadian Pacific Railway Company. As the new line has no railroad connections, a combination of the lines named would make it difficult for the new-comer to secure satisfactory overland rates.

The October number of the *Review of Reviews*, in a note on affairs in China, has the following specimen of that unwilling Englishman, Mr. W. T. Stead's, hysterical writing:—"There seems to be too much reason to believe," he says, "that the punishment of the Chinese for the attack upon Russian territory has been carried out with a severity and a brutality against which there would have been stronger protests in this country if our hands had not been rocking with innocent blood unjustly shed in the Dutch Republic. One secret both of the strength and the weakness of Russia as a civilising Power in Asia is that she is much more Asiatic than European, and General Gribsky's proclamation that any shot fired against a Russian soldier would be followed by the immediate extermination of the entire population of the village from which the shot was fired, is even more barbarous than the order said to be issued by Lord Roberts that every Dutch homestead in the Transvaal within a radius of ten miles should be reduced to ashes whenever any attack was made upon railway communications. Two blacks do not make one white, and there is not a word to be said in justification of a policy of massacre even in the Far East; but as for protesting against it in the name of humanity, that must be left to nations with a cleaner record than that of which we can boast."

Mr. Poulteney Bigelow (whose impressions of Hongkong we mentioned some months ago) has been describing Weihaiwei in the pages of *Harpers Magazine*. He speaks of the place with no little enthusiasm and says:—"In all other European settlements that I know of the whites are suffocated by the heaviness of the yellow man's breath." At Weihaiwei, on the other hand, he could see in his mind's eye row upon row of graceful villas rising from the midst of flowering shrubbery and shaded lawns as in that paradise of South Africa, Durban. "Near the Japanese camp I had tasted the waters of a medicinal spring of great volume and of a sulphurous flavour, suggesting Carlsbad or Saratoga. No doubt some enterprising company will build near by a casino or Kurhaus, and introduce here all the diversions incident to Wiesbaden or Homburg. The Government might wisely establish here an institution for the cure of tropical diseases, more particularly dysentery and malarious fever. The United States needs a naval and military hospital in this region, and here is a splendid opportunity for offering to share expenses in developing Weihaiwei as a health resort." Mr. Bigelow asks:—"With mountains to climb near at hand, fishing in the streams, snipe abundant in the marshes, excellent boating and yachting in the beautiful bay, a well-policed country, and a climate the best of all China, what more can a white man desire?"

The body of a victim of the *Los Marin-Caden* collision, a citizen of the Argentine Republic, John Horstein by name, was picked up by a fishing boat on the 9th inst., a few miles from the scene of the wreck.

The Government of Argentina, according to the Buenos Ayres correspondent of the *Times*, has decided to grant a concession of 200 square leagues of territory in the province of Formosa (not the island of that name) to Senor Valle for the purpose of founding an agricultural colony. The contract, the correspondent says, provides for the settlement of 20,000 Japanese there.

The emigration of celestials from the Pacific ports to China continues to be unusually large even for this season of the year. Every trans-Pacific liner which has left Paoget Sound ports recently has had full bookings of Chinese returning to the Orient. The exodus is somewhat unusual. The *Tacoma Ledger* has it that "the natives are returning home at the call of the reform leaders, for the purpose of aiding in the overthrow of the present dynasty and the establishment of a responsible government. Nearly all of the Chinese that have emigrated to this country are friendly to the present Emperor, but are inimical to the schemes of the designing Empress-Dowager."

In its "Notes and Comments" the *Naval and Military Record* says:—"It is understood that Vice-Admiral Sir Compton E. Domville will succeed Sir H. Rawson as Commander-in-Chief in the Channel squadron, and that Sir H. Rawson will go to China, in succession to Admiral Sir E. H. Seymour. It is not often that a flag officer succeeds his junior, and Sir C. E. Domville is by more than a year the senior of Sir H. Rawson; but there are special reasons for deviating from the usual course. China has now become the most important command in the navy, and during the time his flag has been flying in the *Majestic* Sir H. Rawson has given strong evidence of his powers in organising and training a fleet. The gunnery returns may not have afforded the utmost satisfaction, but in tactical exercises the squadron was never so perfect as it is to-day. If the fleet is seriously deficient in cruisers, that is not the fault of the admiral, whereas its mobility in all kinds of weather is now assured. As Admiral Rawson's senior, Sir C. E. Domville, would, in the ordinary course, have gone to China, but as he will be promoted in about eighteen months this might have caused some inconvenience, whereas the Channel squadron is only a two years' command, and no inconvenience need arise by the admiral holding the appointment for only a few months after his promotion."

Mr. Charles Heidsieck, of champagne celebrity, writes as follows of the champagne vintage of 1900:—"I am very much gratified to be able this year to send you a very satisfactory report of the vintage which is now drawing to an end. In the spring of the year vines progressed satisfactorily, but our *bete noire* the frost did some slight damages on the morning of May 20 in many localities, more especially to the lower valley of the Marne and in some of the white grape districts, but not sufficient to cause much anxiety. The flowering of the grapes took place promptly under most favourable circumstances. The weather continued warm during July and August, slight rain falling at the end of the month, doing much good in developing the grapes. September was a most perfect month, not a drop of rain falling, so that the grapes matured under exceptional conditions. The prospect of a fine vintage was assured. The gathering of the grapes commenced generally on the 25th ult., and with the exception of one wet day, the weather has been perfect during the whole time of the *vendanges*. The opinion throughout the various districts is unanimous—viz., so fine a vintage has not been seen for 20 or 30 years. I might add the vines are free from the many plagues—i.e. mildew, oidium, &c.—and the phylloxera has made but small progress. 1895's vintage has given great satisfaction to connoisseurs, and these vines rank with those of 1892 and 1893. 1896 is developing well, showing great delicacy and elegance."

The New York Yacht Club has accepted Sir Thomas Lipton's challenge for the America Cup. The name of the challenger is given as *Shamrock II*. The races will be sailed in the last fortnight of August. The challenge, which is addressed to Mr. Oddie, the secretary of the club, runs as follows:—"I am requested by Sir Thomas Lipton to forward to you this challenge for the America Cup, subject as to starts, courses, and other details to the same conditions as the last race, which were found so satisfactory; the first race to be sailed on August 20, the second on August 22, and the third on August 24; further races, if any, to be sailed on the corresponding days of the following week. Particulars of challenger—Owner, Sir Thomas Lipton; name, *Shamrock II*; length on the load water-line, 89ft. 5in.; rig, cutter. The Custom-house measurement will follow as soon as the vessel can be measured for registration.—Hugh Kelly, hon. secretary."

The committee sent the following telegram to Mr. Kelly:—"Challenge accepted, conditions same as stood at close of last year's races, including private agreement as to accidents, except as modified as to the days of the races and to the extending of the limit of time of start to 2 p.m., suitable to change of month. Is this satisfactory?" With regard to a fear expressed that there might be some misapprehension as to the terms of the challenge, Commodore Liddard, of the New York Yacht Club, states that Mr. Oddie has pointed out that if Sir Thomas Lipton would refer to the reply of the New York Club to the Royal Ulster Club he would see that no misapprehension existed in America as to the provisions of the challenge.

The Admiralty have decided to place the *Bellona*, the subject of recent firing trials, under her own steam again when the next gunnery experiments are made upon her. To this end the ship's engines, which were not damaged except by water during the late experiments, are being put into working order.

In the Yokohama Civil Court on the 10th inst. was heard the suit of Francois v. E. Bickart of Oppenheim Freres. The plaintiff claimed from defendant yen 1,164.60 as damages for breach of contract; yen 1,541.68 as salary due, and yen 3,163.79 as passage home. The plaintiff (according to a report of the case in the *Japan Gazette*) said he was engaged by the defendant company on March 1st, 1896, for five years. It was stipulated in the contract that in case of either of the parties breaking the contract damages to the amount of yen 1,164.00 should be paid. Despite the fact that plaintiff had been faithfully discharging his duties and defendant had apparently reposed confidence in him he unexpectedly received notice of dismissal on June 13th, 1900. Plaintiff, however, did not accept the notice. On the 23rd of the same month plaintiff was suddenly dismissed from the employ of the defendant company. This act on the part of defendant was a breach of the contract, and therefore he claimed damages as mentioned in the contract, salary from July, 1900, to February, 1901, and passage home. Defendant said that this case did not belong to the jurisdiction of the Yokohama Court. Plaintiff was engaged by the head office of the firm at Paris, and it was mentioned in the contract that any dispute in connection with the contract should be decided by the Seine Court. Plaintiff contended that the contract was signed before the Revised Treaties came into force, but as since then the judicial jurisdiction over foreigners had been transferred to the Japanese Courts the latter were entitled to hear the case. The Court dismissed the case on the ground of its being beyond the jurisdiction of the Court.

War correspondents and other newspaper men in China will be interested in the following remarks in the last number to hand of the *Naval and Military Record*. Our contemporary says:—"When Parliament meets it is the intention of some members to draw attention to the censorship of telegrams in war time, in the hope of putting an end to some of the unfair restrictions imposed, and of securing some uniformity in the regulations. War correspondents cannot publicly complain of the methods adopted by the censors, as it is understood when they go out that they shall abide by any orders that may be issued by the military authorities. But now that they are at home they complain very bitterly of the mutilation of their messages, and the impossibility of presenting the whole case to the public. As one of the war correspondents remarked to me:—"It made our hearts sick when we found out how some of our messages had been treated, and it was useless to speak the whole truth, because anything unpleasant would be struck out ruthlessly by the censor. Of course, the war correspondent, like other men, has his own estimate of the value of what he writes, and cannot quietly tolerate what he considers to be undue supervision and suppression, but making all due allowances for this, there can be no doubt that the censorship was unnecessarily rigorous, and that many facts which the country were entitled to know have been deliberately kept back. There would not be such unanimity among the correspondents on this point if they had been treated fairly, and if they were not conscious that they were prevented from performing their duties properly. The same complaints were not made by the correspondents who were in the Sudan, although they admitted that the censorship there was not very lax. However, in the Sudan campaign the correspondents were not forbidden to represent facts as they appeared to them, whereas in South Africa, in some cases, they have only been allowed to send what pleased certain of the generals. Some instances of the kind are to be mentioned in Parliament when the promised discussion takes place."

THE THEATRE

Last night the Taylor-Carrington Company gave their second performance of the farce *Clarry's Aunt up to Date* at the Theatre Royal. To-night, as already announced, *Trilly* will be produced with Miss Ella Carrington in the title role and Mr. Charlie Taylor as the "bad as they make 'em" Swengall. The following is from one of the *Dombay* papers:—"Trilly" as played by Miss Ella Carrington, Mr. Taylor, and their company in support, is one of the most successful pieces that has ever been played in this city. Miss Carrington's performance of *Trilly* has not been equalled since the visit of Mrs. Brown, Foss, and we feel that no other actress has shown more power and intense impersonation than Mr. Taylor's Swengall. The other members of the company all do justice to their respective characters, with the result that *Trilly* has now commanded crowded houses since its first performance here."

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 22nd November, at 4.15 p.m.

ORDERS OF THE DAY.

1.—Reply from the Colonial Secretary relative to Kowloon Water Supply.

2.—Minute by the Colonial Secretary concerning the investigation as to the Cause of Malaria in the New Territory.

1.—Statement showing the number of plague cases and deaths in Bombay (City) from September 11th to September 24th, 1900.

2.—Mortality returns from Macao for the weeks ended October 28th and November 11th, 1900.

3.—Mortality statistics for this colony for the weeks ended November 3rd and November 10th, 1900.

4.—Four applications for licences to keep swine.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 20th November, 4.10 p.m.

GERMAN DESIRES IN CHINA.

Count von Bülow in the Reichstag has stated that Germany intends no adventurous policy in China. The reinstatement of a strong independent Chinese Government will best suit Germany's interests.

GENERAL NEWS.

London, 20th November, 4.10 p.m.

Sir Charles Welby has been appointed additional Under-Secretary to assist in the reorganisation of the War Department.

REUTERS'S SERVICE.

London, 19th November.

THE ILLNESS OF THE TSAR.

The condition of the Tsar is improving. It is stated that the Grand Duke Vladimir will possibly be appointed regent till the Tsar recovers.

BRITISH SOUTH AFRICA.

The Boers have organised several centres of resistance and are well supplied with cash. Frequent batches of Boer women and children are being sent to Natal.

THE CRISIS IN CHINA.

LOCAL MOVEMENT.

The British transport *Leander* departed for Calcutta yesterday.

NEWS FROM SHANGHAI.

The following telegram from the N.C. Daily News of the 16th and 17th inst.:—

THE NORTHERN RAILWAY.

It seems now that the railway has been handed over by the Russians to Count von Waldersee; not to the British direct.

THE KANSU REBELS.

The local mandarin reports that H.E. Sheng has sent a despatch to the Foreign Consuls here denying the report that Prince Tuan and General TUNG FUHSIANG were in league with the Kaiser Mohammedan rebels.

PEACE NEGOTIATIONS STILL FAR OFF.

We are informed from a reliable source that Li Tung-chang has telegraphed to this port that he is afraid that peace negotiations are still far off and very difficult to accomplish.

THE EMPRESS DOWAGER INCORRIGIBLE.

A high Chinese official now in Hsian has written to his family residing at the port not to wait for Hsian to join him, as the Empress Dowager is incorrigible and will not be guided by wise counsels; and further, that the crisis in Hsian is daily getting more complicated.

ANOTHER WAY OF PUTTING IT.

A Hsian telegraphic despatch states that the Empress Dowager cannot punish General TUNG FUHSIANG as he has since his return to Hsian from Ninghsia lately surrounded himself with powerful guards "to prevent arrest." The fact is that his troops surround the Empress Dowager as guards and she is in TUNG FUHSIANG's hands.

THE EXTORTION OF THE REACTIONISTS.

With reference to the coming of Yü Chih-yuan, son of Governor Yü Lih-yuan of Hunan, on a mission of extortion to gather funds for the prosecution of war with the Foreign Powers, a Szechow despatch states that in obedience to commands from Hsian the high authorities of Szechow have to learn to enforce the extortion of money from the gentry and wealthy merchants of the city and prefecture, and have even gone so far as to throw an M. A. (Chihjen) into prison for refusing to use his influence in extorting his friends to contribute towards the "patriotic fund."

THE LONG-COMING WHEN.

It will be remembered that when an Imperial edict was published last month appointing Sheng Shou (Maohou), Governor of Kiangsi, to be Governor of this province, and promoting Ching Sing (Maohou), Provincial Treasurer of Hunan, to the Governorship of Kiangsi, it was generally expected by the native officials of this province that Sheng Shou would start immediately for his new post at Szechow, preparations at the time being even made in Shanghai for H.E.'s reception. News has now been received from Nanchang, the capital of Kiangsi, to the effect that H.E. is still waiting for the arrival of Ching Sing from Szechow, before starting for Szechow, and that with all probability H.E. would leave Nanchang to-day or to-morrow (16th or 17th inst.).

TIMELY NOTES.

The following items are from the P. & T. Times of the 10th inst.

It is reported that Count von Waldersee will probably winter in Tientsin, but will visit Pao-tung and Shanhaikwan before establishing his headquarters here.

For the next two months all British commanding officers are to carry out a course of instruction in transport packing and loading, as these details are of almost importance in expeditions.

We regret to learn that Mr. Green has typhoid fever as a result of his late sufferings, but is happily doing well so far.

The second auction of confiscated goods took place in the Lyceum on Wednesday. It was on a much smaller scale, but prices ruled upward.

The coolies working for the Japanese in the reconstruction of their settlement are mostly arrayed in military uniforms which the Japanese discovered in the Tientsin yards, to distinguish them from the coolies of other nationalities.

Chinese are dressing up in foreign clothes and intimidating natives residing in the outskirts of the Native City.

The natives at Maclikow have presented the American camp in Taku Road with two large silk umbrellas, in recognition of their kind treatment of the Chinese. The presentation of silk umbrellas to the foreign members of the Provincial Government is the latest device for extorting money from well-to-do Chinese in the City. Foreign officials therefore will doubtless be rather chary of receiving the same.

NEW ADVERTISEMENTS

TO LET.

NOS. 1 and 4, WILD DELL, WANTRAI ROAD.
Apply to—
SANG KEE.
No. 298, Erya Central.
Hongkong, 22nd November, 1900. [2849]

TO LET.

SECOND FLOORS Nos. 62 and 64, QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI CO.
2nd Floor, 56, Gago Street.
Hongkong, 22nd November, 1900. [2850]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW."

Captain Pearce, will be despatched as above on SUNDAY, the 25th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 21st November, 1900. [2947]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA.

Hongkong, 22nd November, 1900. [2924]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Hongkong, 21st November, 1900. [2948]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE

above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.

Hongkong, 21st November, 1900. [10]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Trieste, ex s.s. *Habsburg*, transhipped at Bombay.

From Venice, ex s.s. *Mazatlan*, transhipped at Trieste.

Option cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 26th November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.,

Hongkong, 21st November, 1900. [6]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 23rd inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SARASON, SONS & CO.,

Hongkong, 21st November, 1900. [2851]

NEW ADVERTISEMENTS

FOR VLADIVOSTOK.

THE Steamship

"GERMANIA."

Captain Bendixen, will be despatched as above on or about the 25th inst.

For Freight, apply to

EAST ASIATIC TRADING Co., Ltd.,

Hongkong, 22nd November, 1900. [2952]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"CHINGTU."

Captain Williams, will be despatched as above on MONDAY, the 1st December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 22nd November, 1900. [2954]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL.

POSITIVELY LAST PERFORMANCE

TAYLOR-CARRINGTON SEASON.

TO-NIGHT (THURSDAY), Nov. 22nd.

Production for the first time in China of the

World and Emotional Play

T R I L B Y.

Played by Miss ELLA CARRINGTON and Mr. CHARLIE TAYLOR some hundreds of times in different parts of the world.

Act 1—THE ROMANS OF PARIS.

Act 2—A WOMAN'S SACRIFICE.

Act 3—UNDER THE SPELL.

Act 4—DEATH OF TRILBY.

Particular attention is drawn to the BEAUTIFUL ILLUMINATED STAGE PICTURES with which the play concludes.

P A R I S BY NIGHT.

Painted specially for the Australian presentation of Trilby by the celebrated Australian

Scenic Artist Mr. J. LITTLE.

REMEMBER! POSITIVELY LAST PERFORMANCE

TAYLOR-CARRINGTON COMPANY.

Admission Rates—\$3, \$2 and \$1.

Military and Naval Men in Uniform half-rates to 2nd and 3rd Seats.

Reserve Plan at ROBINSON PIANO CO.

Hongkong, 22nd November, 1900. [2924]

ST. GEORGE'S HALL.

SECOND

SUBSCRIPTION CONCERT

ARRANGED BY

Messrs. ALEC MARSH & A. G. WARD.

TO-NIGHT (THURSDAY),

22nd November, at NINE P.M.

MESSRS. MARSH AND WARD will be

assisted by Mesdames BADLEY, LOWSON and MUDIE, Misses SHELTON HOOPER and SHAW, and Messrs. E. E. HILL, G. P. LAMBERT, G. GRIMBLE and J. H. MORR.

Second Part of Programme will consist of Operatic Selections, including the Prison Scene from

"IL TROVATORE."

Prices: Reserved Seats, \$4; Unreserved, \$1.

Plan of the Hall at the ROBINSON PIANO CO.

Hongkong, 19th November, 1900. [2913]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR

DRAMATIC CLUB

WILL give TWO PERFORMANCES

OF THE COMEDY, Entitled,

"OUR FLAT."

IN THREE ACTS.

SATURDAY, 24th November, and

MONDAY, 26th November, 1900.

Commencing each Evening at 9 P.M. precisely.

Dress Circle, \$3; Stalls, \$2; Pk. \$1.

Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after

MONDAY, 18th November, at 10 A.M.

Booking Office will be open daily from that date from 10 A.M. to 4 P.M.

Late Trains will run 4 of an hour after the fall of the curtain.

H. C. NICOLLE.

Hongkong, 19th November, 1900. [2867]

JUST ARRIVED.

A NEW CONSIGNMENT OF

SINGER'S SEWING MACHINES.

Prices on application to—

GEO. B. STEVENS & CO.,

Hongkong, 20th November, 1900. [2835]

AUCTIONS

PUBLIC AUCTION.

THE

Undersigned has received instructions to sell by Public Auction,

FOR VARIOUS ACCOUNTS.

on

SATURDAY,

the 24th November, 1900, commencing at 2.30 p.m., at his Sales Rooms, No. 2, Zeland Street,

A QUANTITY OF USEFUL

HOUSEHOLD FURNITURE

of every description.

Particulars can be seen from Catalogues.

Also

1 BILLARD TABLE with IVORY

BALLS and CUES.

On View at the Undersigned's.

Terms of Sale:—As Customary.

PAUL BREWITT,

Auctioneer.

Hongkong, 21st November, 1900. [2943]

PUBLIC AUCTION

OF

CHINESE CURIOS AND Gobelins.

THE

Undersigned has received instructions to sell by Public Auction,

on

SATURDAY,

the 24th day of November, 1900, at 2.30 P.M., at his Sales Rooms, Duddell Street.

A FINE COLLECTION OF CHINESE CURIOS.

Comprising:—

PORCELAINS and BRONZES of the

Various Dynasties, some very FINE PEKING

ENAMELLED VASES and BOWLS.

Also

A Large Assortment of Gobelins.

—Cash on delivery.

On View from Friday, the 23rd November.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 20th November, 1900. [2932]

PUBLIC AUCTION.

THE

Undersigned has received instructions to sell by Public Auction,

on

MONDAY,

the 26th November, 1900, at Noon, at Yau-mai (Tai Kok Shui).

THE TWIN-SCREW STEAM-LAUNCH

"KING SING."

Length, 87ft.

Beam, 16ft. 6in.

Reg. Tonnage about 99

Dolph, 7ft. 1in.

Tons.

The Launch has been thoroughly overhauled and repaired 2 years ago.

The Launch to be at purchaser's risk on fall of the hammer.

A Steam-launch will have Polder's Wharf at 11.30 a.m. on day of sale to convey intending purchasers.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 17th November, 1900. [2912]

GOVERNMENT NOTIFICATION.

No. 608.

THE

following Particulars and Conditions of

Sale of CROWN LAND by PUBLIC

AUCTION, to be held at the Office of

the Public Works Department, on MON-

DAY, the 26th day of NOVEMBER, 1900,

at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 10th November, 1900. [2933]

Particulars and Conditions of the Letting by

Public Auction, to be held on

MONDAY, the 26th day of NOVEMBER,

1900, at 3 P.M., at the Office of the

Public Works Department, by Order of His

Excellency the Governor, of Four Lots of

Crown Land at Mong Kok Tsui, Kowloon,

in the Colony of HONGKONG, for a term of 75

Years, with the option of renewal at a Crown

Rent to be fixed by the Surveyor of Her

Majesty the QUEEN for one further term

of 75 Years.

PARTICULARS OF THE LOTS.

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2 Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED

FOR THE WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES. Hall, 66, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 59a, Queen's Road Central.

DENTISTS

WONG HONG.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter; 67 and 69, Queen's Road.

FLOUR

SPERRY FLOUR COMPANY.
Proprietors of the following Celebrated Brands of Flour: "Sperry's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.

FURNITURE WAREHOUSEMEN

A. CHEE & CO. Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Film and Accessories; 17a, Queen's Road Central.

L. I. KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art Decorator and Designer, 17, Queen's Road.

GROGERS

THE MUTUAL STORES.
SUB-AGENTS LIPSON, L.D.,
8 and 10, D'Almeida Street,
Provision and General Merchants.

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BY AN OLD FOOTY.

THE ART AND SPORT OF SWIMMING.

Among amateurs of every social grade and of both sexes the art of swimming is more cultivated than ever. By voluntary effort thousands of children in our national elementary schools are receiving instruction in natation, while if we ascend to the highest strata of Society we find that the Bath Club, in London, is doing a great work, and that even ladies of title are accomplished in the water. This is as it should be, and I know of no recreation which is gaining more converts than swimming. Nor as a sport is there room for grumbling, because great progress is being made. Truly there are few matches between professionals, chiefly because Joseph Nuttall is without a peer. But the comparative rarity of contests for hard cash is not a matter to be deplored—as I consider that the paid men cannot be employed better than by teaching both the masses and the classes, and by giving exhibitions of their skill, for much can be learned by carefully watching the scientific movements of the masters. But among amateurs racing in the water is quite in vogue, especially with the working and the middle classes. The year's campaign was brought to a close last Saturday evening in the magnificently equipped bath at Shoreditch in London, when the 100 yards' championship of England was decided. The Shoreditch baths cost upwards of £60,000, and although this is a very large amount, I do not think that municipalities can expend their money to better purpose than by building beautiful baths—both for the purposes of swimming and of ordinary ablutions. Swimming is almost as necessary as walking, and cleanliness is next to godliness.

THE 100 YARDS' CHAMPIONSHIP: DEVELOPING SPEED.

Of course swimming races give us the very highest forms of the art, and there are few more capable demonstrators of speed-swimming than J. H. Derbyshire, of the Manchester Osborne club, who won the 100 yards and the cup presented by the Otter S.C. at Shoreditch on Saturday. Although this was his third consecutive annual victory the challenge-race does not become his private property. The Amateur Swimming Association have had every piece of plate that they originally possessed captured, so that all their silver trophies are now vested in perpetuity, and are merely held by the winner from year to year—just like the National Cup of the Football Association. But even so the honour is dearly cherished by swimmers, and Derbyshire—who used to be called "Little Rob"—can at any rate say that he has in this event equalled the successes of Nuttall when he was an amateur, although it must not be overlooked that John H. Tyers was invincible for six years running over 100 yards. But I have spoken of progress in attaining pace. Just let me prove it. When the 100 yards was first decided in 1878, under the auspices of the South-east London S.C. J. S. Moore, of that organisation, was never beaten, and when W. Blew Jones, of the Otter S.C., accomplished 1min. 15secs. he was regarded as a phenomenon. But Nuttall and Tyers so reduced the figures that 1min. 12secs. is now only the standard time. The record is 60 1/2 secs., made by Derbyshire at Cheetham Baths, Manchester, on November 23, 1898. In the same year the watch showed 60 4/5 secs. in the championship, but last season, when he was extended by F. C. V. Lane, the Australian champion, Derbyshire reduced this to 60 2/5 secs.—the best accomplished in this great battle for speed. Just compare Mr. Moore's 1min. 15secs. and young Derbyshire's 60 1/2secs! The difference of 15 secs.—speaking broadly—represents the progress of twenty years. This has not been brought about by any artificial or extraneous aids, as in the case of cycling records. Our methods of cutting through water have improved. Derbyshire is like a little flying fish.

AN ATTACK ON RECORD.

Some may think that Derbyshire is declining, as his time last Saturday was 60secs., but he had no one faster than Carl Raber, the Austrian, to battle him along, and hence his easy win by five yards. Unfortunately F. C. V. Lane only two days before left England for Sydney, or with his assistance as a pacemaker, Derbyshire might have beaten one minute, as he was never fitter in his career, and is reported quite capable of doing so. Owing to a slight weakness on the chest Derbyshire nearly gave up public swimming in 1897, but he is stronger now, and for some weeks has been training at Leicester, as the guest of J. A. Jarvis. Indeed, he has been going through the same regimen as Jarvis, and has found himself so built up that by the time these notes appear he may have beaten the 300 yards' record as he was announced to make an attack on the 3mins. 47 1/2secs. attributed to F. C. V. Lane at Blackpool on September 11, 1899, at the Manchester Osborne baths last month. I hope that Derbyshire took these figures off the book, because Tyers claims that he established 3mins. 47 1/2secs. at the Leander gala in the Metropolitan on May 19, 1898.

THE CHAMPION SPRINT SWIMMER.

It must not be supposed that J. H. Derbyshire has obtained his exalted position of the fastest sprint swimmer in the world—I make no exception, professional or amateur—without a great struggle. His life is the story of a tremendous battle. When one sees "Little Rob" Derbyshire hauled to the skies, just remember that from 1893 until the summer of 1897, he was second to Tyers in every national championship, save the "Long Distance." He was second on no fewer than twelve occasions. Was not this enough to kill the ambitions of most youths? To crush the life from out of his young heart? "Little Rob" knew that he was vanquished, not by superior skill—but by the finer physique of Tyers, who at 16 years

of age stood 5ft. 8in. and weighed 11 1/2 stones. Even to-day—and Derbyshire will only be 22 on the 20th of next November—he is but 5ft. 4in. and just under 10 stones. The story of King Bruce and the spider is a fable which is not nearly so telling as the solid fact that Derbyshire swam second twelve times.

John Henry Derbyshire is a native of Manchester, and was taught to swim in the Myfield Baths of that City when he was a mite of five years. At six years and eleven months old Master Derbyshire finished second in an open 76 yards' handicap at Ashton-under-Lyne. He gained a great name as a mere youth by exhibitions of ornamental and trick swimming—at which he is very clever. In August, 1892, he carried off the Boys 60 yards' Championship Cup, given by Mr. George Benson at Newcastle-on-Tyne, and the following year at Nottingham in 1893 he was second to Tyers in the 220 yards' championship—his first appearance in these national races. In 1897—the Diamond Jubilee year—he reaped the reward of his perseverance by defeating Tyers in the 500 yards, 1,000 yards, and half-mile championships. It was just as well that Tyers became a professional. Derbyshire has now won seven national championships, besides innumerable scratch races for such titles in the north. Some half-dozen cups and shields have become his own property, and he can show nearly 150 medals.

POLOIST AND BARBER.

But Derbyshire is also a most skilful polo player. He has captained England against Scotland and played against that country in 1895-96-98-99 and 1900, as well as thrice against Ireland, while perhaps it is almost superfluous to add that he has for years been a valued member of that most celebrated of all polo teams—the Manchester Osbornes. His father, Mr. J. Derbyshire, is the superintendent of the Osbornes' Bath—a man who has gained the respect of everybody by his exemplary life. Naturally, he is very proud of his son, whom he apprenticed to the business of a barber in Newcastle-on-Tyne. Indeed "Little Rob" has a fine establishment of his own in Manchester—so that there is no fear of Derbyshire drifting into professionalism, as so many of our amateur champions have done. Derbyshire has a good honest trade in his fingers, and has no reason whatever to participate in a sporting-business which is without control—and therefore does not flourish.

REVIEW OF THE SWIMMING SEASON.

As this race for the 100 yards brought the swimming season to a close, a brief retrospect of the championship may be welcome. On June 30th the one mile was decided in London, and for the fourth time fell to J. A. Jarvis, who on July 14th won the Long Distance race in the Thames, the Half-mile at Southport on July 21, the Quarter-mile Salt Water race at Skegness on September 1st, and the 500 yards at Hyde on September 25th, so that Jarvis, of Leicester, has every reason to be satisfied with his achievements in 1900. In only one event has Jarvis surpassed previous records, and that the Long Distance, for he travelled from the Anglian Boat House to Putney Pier—five miles and 60 yards—in 1 hour 4 mins. 17 secs., which is the best on record in this trying event. The 200 yards resulted in a dead-heat between Lane and Derbyshire. This race, which was decided at Birmingham on Sept. 17, produced a splendid struggle, and the time, 2mins. 15secs., was a world's record. If Lane thought he could have secured the 100 yards he would have competed instead of sailing away in the Ormuz. The plunging championship at Leicester, on Sept. 10, was once more won by Major W. Taylor, and his 75ft. 11in., although not a record, is probably the finest plunge ever done in fresh water. The water polo club championship was won by Leicester, the Manchester Osbornes, who had held the shield since 1894, being thrown out in the very first round by Hyde School, who were runners-up. At this game Luncheon is the champion county, and England easily vanquished Ireland, Wales, and Scotland. The year has been the marvellous advance of David Billington, the Baccy boy wonder, and also of G. E. Sharp, of the Leicester Shaftesbury, who swam second to Jarvis in several events, and for the second time secured the championship of the Mersey. When Jarvis retires I should not be astonished if Sharp takes his place. Thus I think it will be seen that we have had a successful season and that both as a pastime and a sport, swimming is progressing.

ASTON VILLA VANQUISHED: AN OPEN LEAGUE CHAMPIONSHIP.

Throughout the world the fame of the Aston Villa club is established for Association football. They have taken every possible honour and have held the League championship five times—a record which for consistency is quite unapproached. Therefore we expect great deeds from such a club—but this season they have easily tarnished the brilliance of their escutcheon. After winning their first four matches without a goal being notched against them they were defeated on their own enclosure by Everton, who obtained two goals against one. Then we all voted Everton a wonderful team. But on Oct. 6 the Bolton Wanderers at Burnden Park conquered the Villa by one goal to none. As the "Villans" were away from home and the Wanderers played a grand game, we overlooked that. But last Saturday Nottingham presented themselves at Aston Lower Grounds and whipped the Villa by 2 to 1—a feat which, so far as I can recollect, Nottingham have never done since the League was established. They have occasionally flouted the Villa at Trent Bridge—but never at Birmingham in a League encounter. I cannot say that I am sorry to see the crack Midland club thrown "among the pots" in this way. It is quite time somebody else won the championship. In the history of the League only five clubs—Aston Villa, Sunderland, Preston, Sheffield United, and Everton—have gained this honour. Thus it is, from a sporting point of view, capital business for the Villa to be

vanquished. Last Saturday evening there were five clubs—Bury, Liverpool, Nottingham Forest, Newcastle United, and Aston Villa—all possessing 11 points, while Liverpool and Newcastle have played two matches less than the Villa. Very probably the Birmingham team needs new blood. If the directorate cannot find fresh men of quality it only shows that the power of the purse is not supreme, even at professional football. Nottingham, who have had their share of adversity, since the League came into being, have finer forwards and a better balanced team than for some years.

FOOTBALL CURIOSITIES.

In the course of the game between Wolverhampton Wanderers and Preston North End last Saturday the Midland men had an extraordinary experience, for Fleming, the Wanderers' half-back, and only Scotch player, had the unique misfortune twice accidentally to place the ball through his own goal. This gave Preston two goals, and enabled them to make a draw. This is certainly one of the curiosities of Association football, and only shows that even a professional can make mistakes quite as serious as that of any amateur. By the way, I saw the other day that Fleming had not missed a League match for three and a half years until a recent accident, and that this constituted a record. As a matter of fact, it does nothing of the sort, for Sandy Paton, of the Bolton Wanderers, never missed a match of any description between April, 1899, and New Year's Day, 1900, which is four seasons and a half. Moreover, in that historical work, "The Real Football"—a book which can be recommended to all who are interested in the Association game—the author points out that J. E. Doig first played for Sunderland on September 30, 1890, and that for the next six seasons he was only absent from three League matches! How then has Fleming made a record? Fleming, a well-conducted and most excellent player, made his record last Saturday when he scored two goals for his opponents.

BURY BUSY: NEWCASTLE INVINCIBLE.

The forwards of Bury had quite a field day on Saturday, when they whipped such a club as West Bromwich Albion by six goals to one. This is the highest score made by any First League team this season, and equals their club record in class football, for in November, 1895, Bury defeated Sheffield Wednesday by six goals to one—their only achievement to compare with last Saturday. In the season of 1896-97 Bury thrashed Falkirk by 9-0, and Stockton by 12-1, but as these teams are not amongst the elite of football on the performances need not be seriously taken into account. It is very gratifying to see the holders of the National Cup in such form. I really cannot understand how the Blackburn Rovers managed to defeat Bury on their ground by a goal on the last Saturday in September. Sheffield United are coming back to form after a most disastrous start, and had the honour of being the first eleven to defeat Sunderland last Saturday. As Newcastle United beat Derby County 2-1, in accordance with general expectations, the Newcastleans are now the only team in the first division of the League which have escaped a reverse. The remarkable fact is that Newcastle in seven matches have only scored seven goals! But so solid is their defence that they have not been beaten, as only three goals have been registered at their expense! As Newcastle have played ten and a half hours in their seven games, it is evidently a sort of fifteen puzzle to shoot past Kingsley, the emmetoid.

THE AMATEUR RUNNING MATCH.

To-day (Saturday) Alfred Tysoe, of Blackpool, and Charles Bennett, of Wimburne (Dorset), met at Belle Vue, Manchester, to decide their match over three-quarters of a mile—the event between these amateur champions being run under the joint management of the Salford and the Finchley Harriers. I wrote at considerable length on this match when it was first announced. Tysoe is 28, stands 5ft. 9in., and now scales 10st. 12lbs.—which is considerably lighter than he used to be. His rival, Bennett, is of exactly the same age and only half an inch taller. He does not look it, but Bennett pulls down the beam at 11st. 6lbs. Both have undergone a splendid preparation. Tysoe on the track at the Royal Palace Gardens, Blackpool, and Bennett on his farm and across country. It is surprising that Bennett trains across country and by long sweating walks. He never sees a cinder path except when he runs at a leading athletic festival. The son of a farmer, he leads a country life on his father's holding, and is as fine a marksman with the gun as he is a runner on the track. Bennett is as honest an athlete as ever donned pumps, and it can be plainly said of him that he never lost a race he could have won. "And one cannot say that of many 'talking horses.' The rivals have been running for eight years, and I anticipate a great struggle between them. But as Tysoe is regularly beating two minutes in his half-mile sprints I shall anticipate his victory. THE CHAMPIONSHIP OF ENGLISH BILLIARDS.

I see that H. W. Stevenson does not accept his defeat by Charles Dawson for the championship of the Billiards Association of Great Britain and Ireland. He was beaten by 2,225 in a game of 9,000 up last April, but he is not going to subside even under that defeat. Stevenson may not have the grim pluck of Dawson but he is a determined man, and an ambitious player. Moreover, he is as certain to be champion of the world some day, given ordinary health, as that two and two make four. Generally erroneously described as of South Africa, Stevenson is a Hull man by birth, a Londoner by residence, and a Cosmopolitan by choice. He began to practice when he was 14, and now when he is 28 he is a finer player than John Roberts was at the same age. Under the new rules, that is with the push barred, he has made more breaks over 500 than any other professional. His delicacy of touch, rapidity of execution, and ingenuity at the top of the table seem to present a combination of the best qualities of the late William Cook and of John Roberts. Dawson has the greater experience—and this counts for much in playing for position, "safety," and money.

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Terms Moderate.

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Hongkong, 16th August, 1900. [221]

SPECIAL NOTICE.

TYPHOON PAMPHLET.

OWING to the last edition of the HONGKONG WEEKLY PRESS, containing a full and accurate account of the damage done by the recent disastrous Typhoon, having been exhausted, we have decided to reprint the account in

PAMPHLET FORM

in order not to disappoint those whose orders we were unable to fulfill.

The price of the Pamphlet will be

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Hongkong, 19th November, 1900. [2931]

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Hongkong, 17th November, 1900. [2908]

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Hongkong, 19th November, 1900. [15]

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Hongkong, 19th November, 1900. [2929]

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Hongkong, 19th November, 1900. [2410]

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Hongkong, 19th October, 1900. [2688]

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Hongkong, 20th November, 1900. [2]

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Hongkong, 16th November, 1900. [6]

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Hongkong, 14th November, 1900. [1443]

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Hongkong, 22nd November, 1900. [2831]

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICHSHAFEN, FRISCHHAFFEN, HERBERTS-HÖHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FRANKFURT, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.
THE Company's Steamship
"MÜNCHEN"
Captain Krebs, will be ready to load for the above ports on or about 1st December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th November, 1900. [2906]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 4th December, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
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J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

SHEWAN TOMES & CO'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
"DEVONSHIRE"
will be despatched for the above port on or about the 20th December, 1900.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [285]

FOR NEW YORK.
"B. MOHROW."
Shortly expected from MANILA, will load here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBBERG & CO.,
Agents.
Hongkong, 19th November, 1900. [2883]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
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J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]

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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
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Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
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Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
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J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEI-HAI-WEI.

"TAIYUAN."
Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLSLE CITY" On 10th Dec. 3,002 Tons
S.S. "KARVEN" On 12th Dec. 2,403 Tons

THE Steamship "CARLSLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
"GLENARTNEY."
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

OCEAN STEAMSHIP COMPANY.
FOR LONDON (VIA SUEZ CANAL).
"ACHILLES."
Captain Brown, will be despatched as above on TUESDAY, the 25th December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1900. [2902]

NOTICES TO CONSIGNEES
FROM HAMBURG, ANTWERP, PENANG, AND SINGAPORE.
THE H.A.L. Steamship
"ARAGONIA."
Captain Forst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 15th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.
All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 15th November, 1900. [2808]

STEAMSHIP "ERNEST SIMONS."
COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex *ss. Slach* and Bordeaux ex *ss. Vile de Renard* and *Frederic Morel*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 26th instant, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 26th instant, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

POST OFFICE NOTICES.

CHRISTMAS MAIL.—Letters, etc., for the United Kingdom posted on the 24th instant per British Packet *Coromandel* are due in London on the 23rd December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post.—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

The *Clyde*, with the English Mail of the 20th October, left Singapore on Monday, the 19th inst., and may be expected here on or about Saturday, the 24th instant. This Packet brings replies to letters despatched from Hongkong on the 24th September.

The City of Peking, with the American Mail of the 20th ult., left Yokohama on Friday, the 19th inst., and may be expected here on or about Saturday, the 24th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore and Mauritius.	Nanyang	Thursday, 22nd, 2.00 P.M.
Cheribon and Sourabaya.	Babelberg	Thursday, 22nd, 3.00 P.M.
Port Louis.	Menelaus	Thursday, 22nd, 4.00 P.M.
Kanchook and Samatru.	Stikong	Thursday, 22nd, 5.00 P.M.
Kobe and Yokohama.	Michael Johnson	Thursday, 22nd, 5.00 P.M.
Moji.	Hatchard Maru	Friday, 23rd, 11.00 A.M.
Singapore.	Kachidate Maru	Friday, 23rd, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.	Kawaga Maru	Friday, 23rd, 3.00 P.M.
Shanghai, Moji and Yokohama.	Kumagata	Saturday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta.	Kaifong	Saturday, 24th, 10.00 A.M.
Manila, Cebu and Cebu.		

EUROPE, &c., India via Tutuorin.—Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

NAGASAKI, KOBE and YOKOHAMA.—Manila.

EUROPE, &c., India via Tutuorin.—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Kobe, Yokohama, San Diego and San Francisco.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Performance of "Trilby," City Hall, 9 p.m.

Second Subscription Concert, St. George's Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 21st November.

Documentary bills, 4 months sight	2 1/4
ON PARIS.—	
Bank Bills, on demand	2 1/2
Credits, at 4 months sight	2 1/2
ON GERMANY.—	
On demand	2 1/4
ON NEW YORK.—	
Bank Bills, on demand	50
Credits, 60 days sight	52
ON BOMBAY.—	
Telegraphic Transfer	157
Bank, on demand	157 1/2
ON CALCUTTA.—	
Telegraphic Transfer	157
Bank, on demand	157 1/2
ON SHANGHAI.—	
Bank, at sight	71 1/2
Private, 30 days sight	72 1/2
ON YOKOHAMA.—	
On demand	2 1/2 p.c. dis.
On demand	Par.
ON MANILA.—	
On demand	Par.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	12 1/2
ON HAIPHONG.—	
On demand	2 p.c. pm.
ON SAIGON.—	
On demand	1 p.c. pm.
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.50
GOLD LEAF, 100 fine, per tael	50.25
SILVER, per oz	20 1/2

member.—Ashton, Sarpedon, Melbourne.
 Freburg.
 HOMEWARD.—2nd November.—Oceanian, H
 ton: 6th November.—Indus. 18th Novem
 ber.—China, 20th November.—Patroc
 Caudia, Tamba Mara.
 ARRIVALS AT HOME.—20th November.—F
 of Ettrick, Marco Minghetti, Afridi, Bi
 Mara.

PASSENGERS.

ARRIVED.

Per Mausang, from Sandakan, Mr. Bro
 and Mr. J. Smith.

Per Tacoma, for Hongkong, from Taoo
 &c., Mr. and Mrs. F. L. Stocking, Misses
 Stocking, G. Stocking and L. Stocking,
 A. B. Snow, Capt. H. L. Halstead and
 G. R. Edwards.

Per Gisela, from Trieste, &c., Messrs. De
 triades Szajcheli and Mathew and child.

Per Taisang, from Shanghai, Mr. Furr
 and Master Murphy.

Per Lyceumoon, from Shanghai, Messrs. Co
 Stanley and Upton, Mr. and Mrs. Bruza
 three children.

Per Catherine, from Calcutta, &c., M
 Dunstond and two children, Mrs. Hamilton,
 Cummings, Mrs. Haddens and child, Mrs. K
 and three daughters and Mr. Shaw.

DEPARTED.

Per Empress of India, from Hongkong
 Shanghai, Miss M. Nicoll, Miss A. Ni
 and Mr. Nonchen: for Victoria, Mr. Go
 for Portland, Mr. J. M. Kan; for Tacoma, C

OPIUM.

Quotations are—	Allow 1st. to 1 catty.
Malva New	\$780 to \$790 per picul.
Malva Old	\$810 to \$820
Malva Older	\$820 to \$840
P. P. per-wrapped	\$820 to \$840
P. P. extra fine	\$840 to \$860
Patna New	\$840 to \$860
Patna Old	\$840 to \$860
Bombay New	\$840 to \$860
Bombay Old	\$840 to \$860

VESSELS EXPECTED.

THE ENGLISH MAIL.—The P. & O. steamer *Clyde* left Singapore for this port on the 19th inst. at 6 a.m., with the outward English mails, and is due here on the 24th inst. at about 7 a.m.

THE GERMAN MAIL.—The Imperial German Mail steamer *Stuttgart* left Kobe via Nagasaki and Shanghai on Monday, the 19th inst., a.m., and may be expected here on or about Tuesday, the 27th inst.

THE AMERICAN MAIL.—The P. & O. steamer *City of Peking*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 16th inst.

The O. & O. steamer *Guelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

THE CANADIAN MAIL.—The C. P. R. steamer *Empress of Japan* left Vancouver on Saturday, 18th inst., p.m., for Hongkong via the usual route of call.

MERCHANT STEAMERS.—The steamer *Achilles* left Singapore on the 15th inst., and is due in Hongkong on the 20th inst.

The N. P. steamer *Olympia* has arrived at Yokohama and will sail for Hongkong on the 10th inst.

The N. P. steamer *Duke of Fife* sailed from Tacoma for Japan and Hongkong on the 27th ult.

The N. P. steamer *Clanmore* sailed from Tacoma for Japan and Hongkong on the 31st ult.

JOINT STOCK SHARES.

HONGKONG, 21st November.

STOCKS.	No. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	30/- div. at 1/11/12 = \$15.08 per share for 1st half year 1900	113 p. c. pr. = \$161.
Bank of China & Japan, Ltd.	195,875	2 1/2% for 1899	25 1/2
Do. Deferred	1250	2 1/2% for 1899	25 1/2
National Bank of China, Ltd.	19,070 A	2 1/2% for 1899	25 1/2
Do. Founders' Shares	29,955 B	2 1/2% for 1899	25 1/2
MARINE INSURANCES.			
Union Ins. Society, Ltd.	10,000	40 p. ct. = \$20 for 1898	\$245, sellers
China Traders Ins. Co., Ltd.	24,000	10 p. ct. = \$10 for 1898	\$25, sellers
North China Ins. Co., Ltd.	5,000	10 p. ct. = \$10 for 1898	\$25, sellers
Yantai Ins. Assoc., Ltd.	8,000	10 p. ct. = \$10 for 1897	\$115, sellers
Canton Ins. Office, Ltd.	10,000	\$12 for 1899	\$123, buyers
Straits Insurance Co., Ltd.	30,000	5 p. ct. for 1895	\$1
FIRE INSURANCES.			
Hongkong Fire Ins. Co., Ltd.	8,000	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$27 for 1898	\$78, sellers
SHIPPING.			
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$110	\$120 for half year ended 30/6/1000
Indo-China S. S. Co., Ltd.	30,000	\$110	\$96, sales
(China & Manila S. S. Co., Ltd.)	4,000	\$50	\$20 per cent. for 1899
Douglas Steamship Co., Ltd.	20,000	\$50	\$12 per cent. for year ending 30/6/1000
China Mutual S. S. Co., Ltd.	20,000	\$110	Int. of 3 per cent on a/c. of 1900
Limited, Preference	20,000	\$110	Int. of 5 per cent on a/c. of 1900
Do. Ordinary	20,000	\$110	Int. of 5 per cent on a/c. of 1900
Star Ferry Co., Limited	10,000	\$10	\$105 = 12 p. ct. for year ended 30/6/1000
Shell Transport & Trading Co., Limited	2,000,000	\$1	Int. of 5 p. cent on account of 1900.
REFINERIES.			
China Sugar Refining Company, Limited	20,000	\$100	Int. of \$2 per share on a/c. 1893
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$3 for 1897
MINEING.			
Punjab Mining Co., Ltd.	60,000	\$8	None
Do. Preference	30,000	\$1	None
Societe Fran. des Charbonnages du Tonkin	10,000	\$250	None
Queens Mines, Limited	400,000	25 cts.	None
Jelabu Mining and Trading Company, Ltd.	45,000	\$5	None
Reun. Australian Gold Mining Co., Limited	200,000	\$1	None
Oliver's Freehold Mines, Limited	15,000	\$5	None
Great Eastern and Cal. Gold Mining Co., Ltd.	110,000	\$5	None
Do. Preference	70,000	\$1	None
DOCKS, WHARVES, &c.			
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125 = 12 p. ct. for year ended 30/6/1000
Hongkong and Kowloon Wharf and G. Co., Ltd.	80,000	\$50	Int. of 5 p. ct. on account of 1900
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$37 1/2 = 12 p. ct. for 1899
New Amoy Dock Co., Ltd.	6,000	\$91	\$22 per cent. for 1899
LANDS, HOTELS & BUILDINGS.			
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	Int. \$3 on account 1900
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$14 for 1899
West Point Building Company, Limited	12,500	\$50	Int. \$1.50 on acct. 1900
Hongkong Hotel Company, Limited	12,000	\$50	Int. 10 p. ct. for half year ended 30/6/1000
Oriente Hotel Co., Limited	7,000	\$50	First year.
Humphreys Est. & Fin. Co.	100,000	\$10	5 p. cent. for 1899
COTTON MILLS.			
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$3 p. ct. for period ending 31/10/97
International Cotton & Woollen Co., Ltd.	10,000	\$100	\$3 p. ct. on account '98
Loon-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	\$100	\$4 p. ct. on account '98
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$4 p. ct. for period ending 31/12/97
Yahloong Cot. Spin. Co., Ltd.	7,500	\$100	None
Wear & Dye Co., Ltd.	12,000	\$100	None
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	50,000	\$10	10 p. c. for 1900 on a/c. 1900
China Horse Co., Ltd.	7,500	\$20	None
A. S. Watson & Co., Ltd.	60,000	\$10	\$10 = 10 p. ct. for 1899
Hongkong Electric Co., Ltd.	30,000	\$10	70 cents per share = \$7, buyers
Hongkong and China Gas Company, Limited	7,000	\$10	9 p. ct. for 1899
Hongkong Telephone Co., Ltd.	10,000	\$50	\$10 for 1898
Go. Fenwick & Co., Ltd.	6,000	\$25	15 p. ct. for 1899
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	Int. \$2 p. on acct. 1900
Dairy Farm Co., Ltd.	10,000	\$71	\$6 p. ct. for year ended 31/7/98
Cambridge & Co., Ltd.	2,000	\$25	\$12 per cent. for 1899
Hk. & China Bakery Co., Ltd.	600	\$50	75 cts. per share for 1898
Campbell Moore & Co., Ltd.	1,200	\$10	\$20 for year ended 31/12/97
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$10	None
United Asbestos Oriental Agency, Limited	9,000	\$10	None
Tebrau Planting Co., Ltd.	20,000	\$20	\$10 cents for period ending 31/12/97
China Provision Loan & Mortgage Co., Ltd.	60,000	\$20	10 p. ct. for 1899
Watkins, Limited	10,000	\$10	None
Universal Trading Co., Ltd.	50,000	\$20	None
COAL COMPANIES.			
Alhambra, Limited	200	\$500	\$500 = 10 p. c. for 1899
Al Commercial, Limited	200	\$500	First year.
Honolulu, Limited	180	\$500	First year.
La Favorita, Limited	180	\$500	First year.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL.—The finest of all "Peat" WHISKIES at \$18.00

5 Star, LIQUEUR.—Exquisite, best in the World for Club or Private use at \$19.00

Stop drinking rank, Smoky Stuff, because it comes through the SOPE.

Try HAIG & HAIG'S WHISKIES, pure, mellow, matured, non-smoky, delicate flavoured

Once tried, preferred to all others. Sole Agents for Hongkong:

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CARMICHAEL & BARLOW. CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS. QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Lathes for Sale. Telegrams: "CELEST," Hongkong. Telephone: 232.

H. T. CARMICHAEL. B. J. BARLOW. Hongkong, 1st June, 1899.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th NOVEMBER, 1900.

STATION.	Hour.	Barometer reduced to sea level and corrected for altitude.	Thermom- eter.	Humidity.	Wind.	Weather.
V'divestock	3 p.					
Tokyo	"	30.10		8	0	
Kochi	"	30.11		8	0	
Nagasaki	"	29.90		8	0	
Kagoshima	"	30.07		8	0	
Tainoku	1 p.	30.13		8	0	
Taichu	"	30.11		8	0	
Tainan	"	30.05		8	0	
Pescadores	"	30.07		8	2	
Gutzlaff	3 p.	30.00	64	73	SW	1
Sharp Peak	"	30.00	65	77	SW	0
Amoy	"	30.03	66	84	SW	1
Swatow	"	30.07	68	87	SW	1
Canton	"	30.03	77	89	SW	1
Hongkong	4 p.	30.04	68	77	ENE	3
Vietna Peak	"				ENE	6
Gap Rock	"	30.00			NE	1
Macao	"	30.02	72		ENE	4
Hatphong	1 p.					
Amnina	4 p.	29.92	84	58	ENE	1
Malate	3 p.				NE	0
Bacoolod	"				NE	0
Hiloilo	"	29.85	85		NE	2
Cebu	"	29.87	83		NE	1
C. S. James	"				SE	1
21st NOVEMBER, 1901.						
V'divestock	7 a.					
Tokyo	10 a.					
Kochi	"					
Nagasaki	"					
Kagoshima	"					
Tainoku	6 a.	30.18			2	0
Taichu	"	30.14			2	0
Tainan	"	30.09			NE	2
Koshima	"	30.10			NE	4
Pescadores	"					
Gutzlaff	9 a.	30.31	66	57	NE	3
Sharp Peak	"	30.21	58	74	NE	1
Amoy	"	30.11	65	84	NE	2
Swatow	"					
Canton	"					
Hongkong	10 a.	30.13	71	63	ENE	3
Vietna Peak	"				NE	2
Gap Rock	"	30.11			NE	4
Macao	"	30.12	73		N	1
Hatphong	7 a.					
Amnina	10 a.	30.04	82	70	W	2
Malate	"				N	2
Bacoolod	"				NE	2
Hiloilo	"	29.90	82		NE	2
Cebu	"	29.95	85		NE	2
C. S. James	7 a.				SE	2